

3.1 PREFERRED ALTERNATIVE

The Preferred Alternative (also called the Build Alternative) will grade-separate the CSXT SF Line and the NS Mainline by relocating the CSXT SF Line railroad into a 3,400 foot long trench below the NS Mainline. The proposed CSXT trench will be constructed on the existing CSXT alignment where feasible. The NS Mainline will remain in its current position and will span the CSXT trench by means of a new multiple-track bridge. A temporary mainline track will be constructed for CSXT to facilitate construction of the CSXT trench and the new NS Mainline bridge over the trench. The Preferred Alternative includes additional infrastructure improvements separate from the NS-Mainline and CSXT trench as described below.

3.1.1 ADM Siding Tracks

The Preferred Alternative also requires construction of new siding tracks to replace existing storage tracks in the Project area. These new siding tracks will replace CSXT's Tryon Yard storage tracks, which would be eliminated due to the construction of the trench. The siding tracks are primarily used to store grain rail cars serving the Archer Daniels Midland (ADM) flour mill ("ADM Mill") receiving facility that is located southeast of the CSXT/NS Mainline Grade Separation. The new siding tracks will increase the length of the unit grain trains that can be stored in the vicinity of the ADM Mill, which will improve railroad efficiency in the Project area. The new ADM siding tracks will consist of the following components:

1. **ADM/CSXT East Tracks** - Two siding tracks (totaling 3,900 feet in available storage) will be constructed southeast of and parallel to the existing CSXT SF Line, from approximately the CSXT North Graham Street overhead bridge to approximately 100 feet west of the existing CSXT roadway/rail at-grade crossing at Brevard Street. These tracks will then connect to a single track near the CSXT North Graham Street overhead bridge leading to the ADM facility. These two new siding tracks will accommodate the total storage of 60 freight cars (65-foot long), and will replace the existing CSXT Tryon Yard tracks which have an existing storage capacity of 47 freight cars..
2. **ADM Single Track/Grain Unloading Shed** - The single track into the ADM facility will be approximately 890 feet long and provide a connection between the ADM/CSXT east tracks (described above) and ADM west tracks (described below). The new ADM single track will be constructed from the ADM/CSXT east tracks westward and parallel to the NS Mainline to the ADM/CSXT west tracks to replace the current ADM single track on an improved alignment. The new ADM single track will require the construction of a new grain unloading shed to replace the existing facility on the existing ADM single track. This will allow ADM to pull the full grain cars from the ADM east tracks through the grain unloading shed and then store the empty rail cars along the ADM west tracks.
3. **ADM West Tracks** - This component consists of three siding tracks (totaling 2,870 feet in available storage) east of and parallel to the NS mainline tracks, between West Tenth Street and West Sixth Street. These three new siding tracks will replace the existing two ADM siding tracks in this area that connect to the NS mainline south of West Ninth